

**Amendments to the Specification:** The paragraph beginning at Page 3 - line 9 is hereby amended with the addition of the underlined text, to be inserted at page 3 – line 18. No new matter is introduced.

A properly inflated pneumatic tire exerts a relatively uniform contact pressure against the road surface. When rigid or semi-rigid inserts deform under load to support the wheel, the contact pressure with the interior of the tire is non-uniform. However, the insert according to the invention, when deflected against the inside of a deflated tire, exhibits a relatively uniform contact pressure and a contact area similar to that of a pneumatic tire. This attribute exists when the ratio of the longitudinal tension and compression moduli of each of the membranes to the shear modulus of the shear layer is at least 100:1. That is to say that the membranes behave as essentially inextensible and deformation of the annular band is accommodated by shear strain in the elastomeric shear layer. The functional mechanism of the annular band is the same as that described in US 6,769,465 B2, owned in common with the instant application. As described therein (see column 2, lines 23-44), the shear modulus of elasticity of the elastomeric shear layer is sufficiently lower than the tensile modulus of elasticity of the first and second membranes such that, under an externally applied load, the ground contacting tread portion deforms from essentially a circular shape to a flat shape while maintaining an essentially constant length of the membranes. The runflat insert of the invention functions as a non-pneumatic load carrying device.